

CLAIMS

1. A pneumatic tire comprising
a tread portion ,
a pair of sidewall portions,
a pair of bead portions each with a bead core therein,
a carcass comprising a carcass main extending from the
bead core in one of the bead portions to the bead core in the
other bead portion, and a pair of carcass turnups axially outside
the carcass main,
a tread rubber disposed in the tread portion,
a sidewall rubber disposed in each of the sidewall
portions, and
a wing rubber interposed between the tread rubber and
sidewall rubber, wherein
each said carcass turnup extends from the axially outside
of the bead core to a point in the sidewall portion,
while extending from the axially outside of the bead core
to the point in the sidewall portion, said carcass turnup
approaches the carcass main and adjoins the carcass main from a
first radial height to a second radial height and then separates
from the carcass main from said second radial height so as to form
a separating part,
said wing rubber has a JIS type-A durometer hardness of
from 45 to 60 degrees, and a radially inner part of the wing
rubber is inserted between said separating part and the carcass
main.
2. The pneumatic tire according to claim 1, wherein
the length of the separating part is in a range of from 1

to 15 mm.

3. The pneumatic tire according to claim 1, wherein the wing rubber extends from the outer surface of the tire towards the carcass main, and

a boundary of the wing rubber and the sidewall rubber extends from the outer surface of the tire to the radially outer end of said separating part, and the length of the boundary is in a range of from 10 to 50 mm.

4. The pneumatic tire according to claim 1, wherein a boundary of the wing rubber and the tread rubber extends from the outer surface of the tire to the carcass main.

5. The pneumatic tire according to claim 4, wherein on the outer surface of the tire, the boundary of the wing rubber and the tread rubber is axially outside a tread edge.

6. The pneumatic tire according to claim 1, wherein a maximum section width of the carcass main lies between said first radial height and said second radial height.

7. The pneumatic tire according to claim 1, wherein said sidewall rubber is spliced with a lower sidewall rubber disposed on the axially outside of the carcass turnup, the sidewall rubber has a JIS type-A durometer hardness in a range of from 45 to 65 degrees, and the lower sidewall rubber has a JIS type-A durometer hardness in a range of more than 65 to 95 degrees,

said sidewall rubber forms a rim protector which protrudes axially outwardly so as to overhang a flange of a wheel rim on which the tire is mounted,

the boundary between the sidewall rubber and lower sidewall rubber extends from a point on the carcass turnup to a point on the outer surface of the tire, while inclining radially inwards, and said point on the carcass turnup is axially inside the rim protector, and said point on the tire outer surface is underside of the rim protector.

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